3rd November 2018

Dear Sir,

Thank you for the opportunity to comment on the Adelaide Transport policy.

Most bike lanes in Adelaide are inadequate and need to be clearly separated from busy road traffic. Some sections change from bike lanes to very heavy traffic with little warning.

Salisbury Highway has been connected to the Port Expressway for a number of years but there is still no direct bus route or other form of transport (apart from cars) from the Northern Suburbs to Semaphore or other beaches.

Noise protection for homes along the Salisbury Highway could be improved by the use of soundproofing fences. This would also increase safety from crashes into housing.

After reading the background paper to this policy I was disappointed to find that no consideration has been given to residents living in the vicinity of Parafield Airport. An international flight training school was introduced in the late 80’s and since then we have been subjected to high amounts of aircraft noise from pilots learning to fly. This is the main activity at Parafield Airport and the noise often starts at 7am and can continue till 10 or 11pm. Night training is confined to the Western side.

Many complaints have been lodged with Airservices, Salisbury Council, State and Federal members and even the Aircraft Noise Ombudsman with very little change. A petition with over 24000 signatures was lost after being presented to the Government. The 2017 Parafield Airport master plan forecast a massive increase in movements within 20 years and this could almost double movements around Parafield Airport. Clearly this is unacceptable.

ASA has deliberately set out to minimise people’s complaints and even minimise records of actual flight movements by not including all circuit training. We have experienced overflights at the rate of three per minute for several hours at a time. People are suffering from stress related illnesses due to high noise exposure. We believe it has a negative impact on housing prices and the ability to keep tenants who can’t stand the noise.

It is clear that the Federal Government has set out to protect all of Australia’s Airports by implementing the Safeguarding Airports policy and many residents are suffering as a result. Parafield Airport appears to be exempt from EPA noise limits that apply to every other business in this area. Noise levels are excessive and have been measured by Airservices in 2015 yet
ASA claim short term noise monitoring is not used to enforce any noise that exceeds community standards.

The use of Parafield Airport should be re-examined. Their employment claims are inflated by other businesses based at the Airport yet have nothing to do with aviation. Their claim to bring $x$ amount of benefits to the area are also exaggerated. There should be a cost benefit analysis of the use of the area of land that contains Parafield Airport and I am sure that better uses could be found for an area that is close to transport links.

Traffic on both Main North Road and the Salisbury Highway could be reduced if Parafield Airport was relocated and a road placed through the middle as was originally intended many years ago.

Regards
Stefan Johnson.